

UNITED STATES OF AMERICA  
NATIONAL TRANSPORTATION SAFETY BOARD  
OFFICE OF MARINE SAFETY

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In the Matter of:	:
	:
MAJOR MARINE ACCIDENT	:
COLLISION JAPANESE FISHERIES	: NTSB Project ID
TRAINING VESSEL EHIME MARU AND	: No. 51701
U.S. NAVY NUCLEAR ATTACK	: DCA01MM022
SUBMARINE USS GREENVILLE	:
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	:

Recorded Telephone Interview KEN WYATT<sup>1</sup>.  
(TAPE 7, SIDES A AND B)

Tuesday,  
February 20, 2001

BEFORE:

DONALD J. TYRRELL, Chief  
Major Investigation Division  
NTSB

Of

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<sup>1</sup> Pursuant to a classification review conducted by the US Navy, certain classified information as to the operating capabilities of the U.S.S. Greenville has been expressed as a range or as an otherwise non-specific number. Expression of this data in this manner does not interfere with the utility of the information found in the transcripts and will not interfere with the review and deliberations of the Board.

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P R O C E E D I N G S

(2:05 p.m.)

MR. TYRRELL: We are on right now. It's 2:05 Eastern Standard Time. It's Tuesday, February, the 20th, and I'm talking to Mr. Ken Wyatt.

Mr. Wyatt, what I've been doing with everyone is just asking them to take me through their day starting with when they arrived at the submarine base on that morning, and just take me right through everything that you did.

You could start when you arrived at the marine base. I'll try not to interrupt you.

MR. WYATT: Okay. I'll try to give you my recollection as best I can.

I think we arrived on the dock around 7:30. And I think by the time we all got loaded on, it was probably close to 8 a.m. on February 9.

We were with the group that John Hall, Todd Thoman had put together. And so I guess that covers about 14 of the 16, there were two folks, a couple that was not connected with the rest of us.

And we came on board. We went down the ladder into the mess area. I think it's called the mess area. And sat down and were introduced to some

1 of the officers and crew.

2 There was a large video screen in the mess  
3 area. And I'm trying to remember if it was then or  
4 when we came back down that they showed us some  
5 video footage of other visits and things associated  
6 with the submarine.

7 Some people were invited to go up on the  
8 conning tower, and some of us were invited to go on  
9 deck as we made our way out of the bay.

10 My wife and I, were, we elected to go up on  
11 the surface of the sub, and we stood out there with  
12 a number of our guests that, as we made our way out  
13 of the harbor, that was probably, gosh, I'd say ten,  
14 fifteen minutes, maybe twenty minutes.

15 And then we came back down to the mess  
16 area. And, again, as I recall, there were  
17 additional introductions. Some of them were made by  
18 the Captain -- Waddle early on.

19 And then one of the officers, visiting  
20 officers, on board, I believe 'Bob Brandhuber' was  
21 his name, also made some introductions to some of  
22 the crew.

23 And they just kind of talked us through as  
24 to the kind of things that we might expect, what we  
25 would be allowed to do, what we would not be allowed

1 to do, that sort of thing.

2 I remember asking whether or not we could  
3 take pictures. He said, "Generally, yes, except for  
4 the control room, pointing at any dials that showed  
5 depth or speed.

6 And so we noted that.

7 There was a little, I guess they brought  
8 out some styrofoam cups and asked if we wanted to  
9 write a message on it, that they would put it up  
10 where, when they did go down to depth, that it would  
11 be subject to those pressures, and essentially  
12 squeeze the styrofoam cups down. They would give it  
13 back to us after the cruise as kind of a souvenir.

14 So I remember that we did that. Then, it  
15 seemed like there were -- and, oh, by the way,  
16 before we went on top of the sub, those of us who  
17 went on top there, were asked to don life jackets.  
18 Life jackets. So we did that.

19 At that point, it seemed like we were in  
20 smaller groups of maybe four people at a time,  
21 something like that, over the next several hours,  
22 escorted by various crewman to different parts of  
23 the ship to show us different parts of the ship,  
24 including the areas where people lived, the toilets,  
25 the bunks.

1           We went to the torpedo room and the area  
2   behind the torpedo room. We went to the sonar room  
3   and they were picking up some humpback whales that  
4   they let us listen to in the sonar room for a little  
5   bit.

6           We did that. And I think at that point, we  
7   went to -- I was in the first group to go to lunch,  
8   which was up in the wardroom with Commander Waddle  
9   and a couple of his staff. I think there was six --  
10   six of us in there with the Commander.

11          And we had a nice lunch. And he was very  
12   engaging about, obviously very proud of his men,  
13   crew, and spoke about some of the kids who had  
14   perhaps had tough times earlier in their life, that  
15   he felt that the Navy was able to turn around by  
16   giving them the discipline and experience, exposure  
17   and education, that sort of thing.

18          And all of that was very engaging.

19          After lunch, we had another gentleman and,  
20   again, I don't remember the names of the different  
21   crew members. I want to say one of the times that  
22   we were being taken around, it was by the fellow who  
23   had been introduced by Bob Brandhuber as being his  
24   son-in-law.

25          So I don't remember what his name was but,

1     in any case, I think that was one of the fellows who  
2     took us around.

3             And we went back through I guess a couple  
4     of other areas that we hadn't seen before. We went  
5     back to the torpedo room. And at that point, when  
6     we were up there having lunch, we went down to test  
7     depth, so we were pretty -- pretty deep at that  
8     point.

9             We were in the torpedo room, like I said,  
10    after lunch. And they invited Todd Thoman, who was  
11    with my wife and I at that time, he and his wife --  
12    I can't remember who else -- if he wanted to look  
13    inside one of these torpedo tubes.

14            They put him in overalls and let him kind  
15    of climb through there and write his name on it, or  
16    something like that. I guess Todd took him up on  
17    that, just felt like climbing around.

18            And then a little bit right after that,  
19    they said that we were down deep enough they were  
20    allowed, had been given permission to fire some  
21    water slugs out of the torpedo.

22            And so they closed all the things up and  
23    they showed us where we could pull a lever and cause  
24    a water slug to get fired. And I did that. And I  
25    think several other folks did that as well.

1           At one point in this tour after lunch, I  
2   was in the control room. I think that was right  
3   after we came through the sonar, and went to the  
4   control room. And were invited to sit at the right  
5   helm with two or three guys standing on either side  
6   of us and behind us just to get a feel for the  
7   steering wheel.

8           And they gave us -- it was clear what the  
9   instructions were, to keep it at zero-zero and not  
10   the differential. And I did that for a couple of  
11   minutes. I did it as well.

12          Q       This was before you went to the torpedo  
13   room?

14          A       I want to say that this -- we went to the  
15   torpedo room twice. And I want to say that this was  
16   after we went through the torpedo room the second  
17   time.

18          Q       Okay, so it's after you came --

19          A       Yeah, and we came through the sonar room  
20   and we came in the control room. And others had  
21   already been through there before, I think, and we  
22   really hadn't been.

23                 And so we, you know, sat and were shown  
24   some of the gauges and what, you know, what's in  
25   this room. We did that.



1           And then, I'm trying to remember exactly  
2   what happened after that, uh, we may have gone back  
3   to the mess area. It seems like we were there a  
4   couple of times. And, you know, they -- you know,  
5   just to go in and have ha place to sit, and that  
6   sort of thing.

7           The crews throughout this, by the way,  
8   seemed to be very focused on their jobs. You know,  
9   there were obviously people escorting us but, you  
10   know, I've got to say that, you know, it's a tight  
11   and cramped environment. And they weren't at all  
12   shy to tell us, you know, "Excuse me, sir. Excuse  
13   me, ma'am," as they made their way to whatever job  
14   they were conducting.

15           So they were very serious about it and  
16   seemed very kind of by the book. And we weren't --  
17   they weren't going to let us stand in their way of,  
18   you know, getting to where they need to get to go do  
19   the next, whatever it was.

20           So, you know, it was like there was a,  
21   yeah, a group of civilians on board that were being  
22   led around doing things and looking at things  
23   perhaps, but there was a kind of a parallel, a group  
24   of crewmen, the vast majority of them, who were  
25   going about methodically and, as far as I can tell,

1     doing all the things that they had to do to be able  
2     to maintain the submarine.

3             There was clearly from the -- all the crew  
4     members that we talked to a sense of very strong  
5     camaraderie, a sense of the danger that they have by  
6     being in that environment on a submarine and looking  
7     over each other's shoulders and watching each  
8     other's back to make sure that everything was done  
9     exactly right, because it was just too dangerous an  
10    environment to not do that.

11            That was very clear, in talking to several  
12    of the crewmembers, that they took this very, very  
13    seriously because they knew that their lives were at  
14    stake, and members of the crew.

15            At some point, we were, uh, invited to go  
16    back up to the control room area and that they were  
17    going to begin a demonstration.

18            Commander Waddle had suggested, I want to  
19    say twice, but at least once, that perhaps a better  
20    place for some of the people to be would be in the  
21    mess area because there would be a lot of leaning as  
22    they went up and down these what they call large  
23    angles.

24            And that if you were looking, there was an  
25    interesting picture or two, perhaps that was the

1 better place.

2 I don't think anybody ended up doing that.

3 I think various groups, you know, who had been at  
4 different parts of the ship ended up -- I'm not sure  
5 by circumstance or by direction -- up in the control  
6 area. And it was a little crowded but, you know, it  
7 was certainly was a plane that the people could move  
8 around.

9 And that's where I think everyone was  
10 during the demonstration, after the accident. As  
11 far as I know, again.

12 I had been -- oh, I guess earlier in the  
13 control room, I remember being invited to look  
14 through the periscope. And my wife and I both did  
15 that. And everybody else did that, took a turn at  
16 the periscope. That was earlier.

17 Q But, after lunch though, right?

18 A Yeah, I think it was after lunch.

19 Q Okay.

20 A I don't think I was in the control room  
21 except maybe just very, very briefly until after  
22 lunch. I think there were other people there and we  
23 were looking over the...

24 So, when we all came up there, or happened  
25 to be up there for the demonstration, I found a seat

1     -- and by then I was ready to sit -- on the left  
2     side of, behind the -- well, there's a Seaman Harris  
3     who was right in front of me. Deanda Thoman was  
4     sitting on this little stool like thing right next  
5     because we were sitting about as close as you can  
6     get, you know, to where the crew and where all the  
7     controls are because -- so that's where, you know, I  
8     sat for the remainder.

9             And I think I basically sat most of that  
10    time. I may have stood during one of the large  
11    angles. I just... there were people standing behind  
12    me that were part of the guests.

13            They did the large angle things. I guess  
14    we were down I want to say 600 feet or thereabouts.

15    They were conducting these large angles, hard  
16    rights and lefts. Going up, you know, several  
17    hundred feet, down several hundred feet, and going  
18    in excess of 20 knots <sup>2</sup>at that time.

19            The Captain, or Commander Waddle was trying  
20    to explain from time to time -- by the way, he had  
21    given indications that if we were to stay up there  
22    in the control room, that everyone was to be quiet  
23    and to be still.

24            And I've got to tell you, during this whole

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<sup>2</sup> See footnote 1.

1     thing, it was very much like a church. It was very,  
2     very quiet. No one was moving. No one was talking.

3     Occasionally, you may have a crew member, Harris in  
4     my case, who may have leaned over and kind of  
5     whispered to, you know, draw our attention to one  
6     thing or another that the crew was doing and  
7     explained what they were doing and why.

8             But, outside of that, it was very, very  
9     quiet and very, very still. That was at the express  
10    request of the Commander.

11            He did, I remember, make an explanation  
12    that when you made a left turn, that it was harder  
13    to avoid -- I want to say you go up or down 30 feet  
14    or thereabouts, they were trying to keep it within  
15    plus or minus 10 feet, these big turns they were  
16    making.

17            And he was pointing out that due to the  
18    rotation of the propeller that a left turn was  
19    harder to control that depth and you would go up as  
20    much as 30 feet instead of 10 feet or down plus or  
21    minus 30, plus or minus 10, because of the extra,  
22    the clockwise rotation, the propeller, you know.

23            I don't know why that stuck in my head.  
24    That was interesting.

25            The -- we went through the hard right and

1     hard left turns and going down several hundred feet,  
2     I think, up several hundred feet. And I don't  
3     recall how long that took but probably not more than  
4     ten minutes total.

5             And then they took the boat up to the  
6     surface. And I don't recall saying they were going  
7     to do that or anything but we were up on the surface  
8     and they pulled the periscope up and the Officer of  
9     the Day Cohen, who was standing to the left of  
10    Commander Waddle, and really right in front of me,  
11    and a couple of times, he moved away from that  
12    position during some of these maneuvers.

13            I remember twice hearing Commander Waddle  
14    for him to, you know, go back and kind of step back  
15    over, looking over the guys and all. And then it  
16    looked like he was trying to train the younger  
17    officer, you know, as to exactly how to make sure  
18    that he was physically close to the folks he was  
19    commanding.

20            And so a couple of times, it seemed to me  
21    that he must have wandered over to the right. And,  
22    twice, I remember Waddle getting him to come back.  
23    And the next thing I know, he's standing right in  
24    front of me.

25            The -- there's been a number of statements

1     made about, you know, how many times the different  
2     people have, you know, periscoped, how many  
3     rotations.

4             I don't have a perfect memory of that. I  
5     wish I did. But I do remember that Cohen went a  
6     couple of rotations through the periscope and  
7     probably for everybody, I mean, all the flat panels,  
8     all this was going on, and none of us saw anything  
9     on the waves.

10            And Captain Waddle, it didn't sound to me  
11     like he didn't believe Cohen but it may be just one  
12     of these redundant checks that you just do. And at  
13     some point, pretty close on the heels of Cohen's  
14     going around the periscope, I know that Waddle took  
15     a look through the periscope.

16            Whether it was once or twice or three  
17     times, I don't remember. But I know that he did go  
18     and make at least one rotation, probably, more in  
19     the periscope as well.

20            There was after that, shortly after that,  
21     there was an order to submerge. And during these  
22     large angle maneuvers and everything, I was sitting  
23     right there. And I feel real sure that only seamen  
24     were in all of those positions -- the right helm,  
25     the left helm -- all of those were seamen because I

1     was looking at, you know, how well they were doing  
2     in these maneuvers.

3             I don't think there were any civilians at  
4     that point doing these large angle maneuvers.

5             When we submerged for that last time, we  
6     went down to around 400 feet, it seems to me. I was  
7     looking at the gauge. Four hundred and something  
8     feet.

9             The Captain invited someone, anyone who  
10    wanted to throw the baluster, essentially blow the  
11    baluster, whatever. And John Hall volunteered to do  
12    that.

13            He then walked over. I didn't know where  
14    John was. He must have been on the right side. I  
15    really didn't see him. He walked in front of me  
16    over to where Harris was. And I think it may have  
17    been Harris who actually showed him, you know, what  
18    to do with his hands, and all that.

19            At that time, I think it was -- I don't  
20    remember exactly the order but the blowing the horn  
21    three times?

22            Q     Uh-huh.

23            A     They asked if someone wanted, would do  
24    that. And I think my wife may have said "Leigh  
25    Anne," who was John Hall's wife, but it was Deanda



1 Thoman, who was sitting right in front of me, who  
2 stood up and Harris I think was also the one who  
3 showed her and then actually I think he put her  
4 hands on the button and showed her exactly how to  
5 push the button down to blow the horn three times.

6 And, again, I can't recall. I assume that  
7 was before the blow. You know, the notice to the  
8 crew that they were getting ready to make an  
9 emergency ascent.

10 And then so she did that and she sat back  
11 down, and Hall threw the two levers to rise.

12 Even though I was sitting forward there, I  
13 cannot tell you whether or not there had been --  
14 from the time we did the large angles to the time  
15 that we did the submerge to make the emergency  
16 ascent whether anybody changed places at the helm  
17 positions.

18 I didn't see it. It could have happened  
19 and I just didn't notice it. You might say I feel  
20 pretty sure that during the maneuvers that, you  
21 know, I have a pretty vivid recollection of the  
22 young seamen who were in those control positions.

23 And I was watching how they fared on trying  
24 to keep -- when they were doing these large turns,  
25 to try to keep their depth as steady as they could,

1 to keep it within plus or minus 10 feet.

2 So I'm virtually certain of that. But,  
3 after that, I don't -- I just can't tell you.

4 As we, obviously, I don't know how long it  
5 took to get down from the surface when we did the  
6 periscope change, but -- or what the periscope  
7 looked, but it didn't seem like it was more than,  
8 you know, a couple of minutes to get down to 400  
9 feet or so.

10 And then, coming up, it seemed like it was  
11 even less, like I think 40 seconds or something like  
12 that.

13 You don't have a sense of speed on a  
14 submarine. But I was watching the depth gauges and  
15 400 to 300 to 200.

16 And then there was a sound. And it was not  
17 a hugely loud sound, but it was certainly a  
18 noticeable sound. I'm not sure it was a clanging  
19 sound, but it was a very noticeable sound.

20 It was loud enough to where you noticed it  
21 but it wasn't so loud that you were just, you know,  
22 shocked at it. And, in fact, the Captain had made a  
23 remark before we began the various demonstrations  
24 that:

25 "Even though the crew is always asked to

1     batten down everything, that sometimes someone will  
2     forget a pot and you'll hear a clanging."

3             And I'll be honest with you. I didn't know  
4     for sure that, you know, it could have been  
5     something inside the ship that hadn't been battened  
6     down. I didn't know whether or not, since we knew  
7     we were coming out of the water, whether it was just  
8     a sound a sub makes when it goes up and then, you  
9     know, hits the water.

10            But it wasn't a huge sound. It wasn't a  
11     huge deal.

12            And then there was a shudder, as I think  
13     has been described exactly what it was. You felt it  
14     through the ship. But it was, again, not an  
15     overwhelming shudder. It was relatively minor, but  
16     noticeable.

17            Again, if it was -- if it had just been me  
18     sitting there, knowing what I know and knowing what  
19     I don't know. I think I could have easily been  
20     persuaded that it was normal.

21            But, I watched the Captain and he, when  
22     that shudder -- when he felt the shudder, his eyes  
23     got big and he said, you know:

24            "What the hell was that?"

25            And Harris, in front of me, jumped up and

1     said, "I don't know, sir," but he jumped up and was  
2     looking at gauges. I think he pulled a white folder  
3     out at that time.

4             And the Captain started scurrying around a  
5     little bit and right in front of the periscope, he,  
6     you know, was looking at this and grabbing that.

7             And then he very quickly said:

8             "Someone escort our guests into the mess  
9     area."

10            He looked at the periscope. He said:

11            "We've hit something? Hit a boat, a  
12     vessel. Will you please escort our guests down to  
13     the mess area."

14            Went down to the mess area, sat down. And  
15     as soon as I was in the mess area, I was looking at  
16     a big picture of the Japanese fishing vessel. It  
17     was -- the seas were obviously a little bit high.  
18     But, it was obvious to me that even in the short  
19     amount of time, from the time that I heard the  
20     shudder to the time we got down to the mess, which  
21     had to be a minute or two, that it was already  
22     taking on a great deal of water. And it was below  
23     where, you know, where you would have thought that  
24     the boat would be sitting.

25            We weren't there very long when it was

1 obvious they were going to need that area for rescue  
2 operations. So they were -- they had guys within  
3 just a few minutes outfitted and tethered and ready  
4 to go over the side to help find anybody who would  
5 need them.

6 At that time, they asked for us to move  
7 from the mess area to the torpedo room. I looked  
8 again at the Japanese vessel and white smoke was --  
9 I believe it was white smoke as opposed to spray or  
10 anything else. It looked to me like white smoke was  
11 coming off of the -- kind of the middle front of the  
12 vessel.

13 And it was clearly sinking rapidly. The  
14 water was almost up to the decks at that point. And  
15 that was just, like I said, a minute or so.

16 Q Very brief.

17 A We went down to the torpedo room and Bob  
18 Brandhuber was probably -- the Captain I think did  
19 come down at some point and say that we were okay,  
20 that the ship was okay.

21 And I guess maybe I was one of the only  
22 people who, when I did realize that we'd hit  
23 something, I did flash in the back of my mind: Are  
24 we okay?

25 Because being on the ship for six or seven

1 hours or so, you were pretty aware of how  
2 vulnerable, even though this is a big piece of  
3 machinery, very vulnerable in some regions, not  
4 meant to be in seaworthy except under its own  
5 specific conditions.

6 And if anything were to breach that hull or  
7 whatever, you're not in a great position to get out,  
8 number one, and to survive the seas, number two.

9 Life boats are everywhere and all that sort  
10 of thing. So I think he was putting us at ease that  
11 we were okay, although, like I said, if you'd had a  
12 big collision...

13 (BEGIN TAPE 7, SIDE B:)

14 MR. WYATT: ...being so much heavier into  
15 that fishing vessel.

16 We were down there and they mentioned the  
17 name of the ship. I don't remember if it was  
18 Waddle, Brandhuber or someone, that they didn't know  
19 the origin. They thought it might be Chinese.

20 They asked if anyone spoke Chinese in our  
21 group, that they had tried to make some kind of  
22 communication with the folks in the life boats and  
23 that there was a language barrier.

24 No one in our group did speak any Chinese--  
25 Japanese, I guess later on, they came back and asked

1     that same question whether anyone spoke Japanese.

2                 We were all down there. We were all pretty  
3     much in shock. And Brandhuber pretty soon  
4     thereafter came back and said that they had gotten  
5     some information, and they thought everyone had  
6     gotten into life boats. And we were all very  
7     grateful and relieved to hear that it sounded like  
8     maybe everyone got into the life boats.

9                 Then, a little while later, he came back  
10    and said:

11                "Well, the manifest showed 35 people and  
12    there were..." I think he said 25 or 26 accounted  
13    for.

14                And then we, you know, discussed briefly  
15    with him whether or not changes in the manifest can  
16    be wrong. You know, specifically on the... I was  
17    hoping that that was just, you know, people who  
18    might have been on board but maybe in the last  
19    minute elected not to go, that sort of thing.

20                During all this time, they were looking for  
21    some -- I don't know what you call these long poles  
22    -- gaffing poles or something? That were battened  
23    down there at the torpedo room.

24                And some of the folks helped undo those and  
25    pass them through these rather cramped areas without

1 hitting anybody to the crew members so that they  
2 could take them back upstairs and, as far as we  
3 knew, conduct the search and rescue operations.

4 We were down there for a fair amount of  
5 time. I don't know exactly how long, maybe an hour  
6 or so. And you continued to get bits and pieces of  
7 information maybe through Brandhuber, and then  
8 Harris came down.

9 And he gave additional information. Some  
10 of it was pretty complete, as it turns out. But,  
11 they were trying to keep us informed.

12 At some point, we were told that the  
13 decision had been made that we would not come in and  
14 they would continue to stay on their -- they could  
15 offer assistance, even though the sub was not the  
16 best vessel for that.

17 By the way, earlier on, we did hear that  
18 the Coast Guard had been called in and then they  
19 were quickly on their way, and the sub was staying  
20 at the vicinity of the life boats so that they could  
21 make sure that those folks were okay.

22 And that if they did see anybody else in  
23 the water, that they -- it seemed to me they were  
24 prepared even in rough seas to send people overboard  
25 to get them.



1           The impression I got was that they didn't  
2    want to open that 36-inch hatch into the sea unless  
3    they had to, but they were more than prepared to do  
4    this if they would find someone who was in need.  
5    Otherwise, keep the ship in tact to protect the crew  
6    and civilians.

7           I don't know if you want to know more about  
8    what happened afterwards. It's pretty boring, I  
9    guess, the rest of it. Boring in an awful tragic  
10   way.

11           As I say, we were all pretty much shocked.  
12    They went out of their way to make sure that we had  
13    accommodations and that the crew could then sleep  
14    elsewhere. They had dinner for us.

15           We spent I think most of us collected in  
16    the ward room for most of the night talking, trying  
17    to otherwise distract themselves, play cards, watch  
18    a movie. No one was really able to successfully  
19    distract themselves. We tried.

20           Q     That's quite a harrowing experience, I'm  
21    sure. At any time after the accident, did you or  
22    did anyone within your hearing ask Captain Waddle  
23    how the accident could have happened?

24           A     No. Not in my hearing.

25           Q     When you were on the --

1           A       I asked Brandhuber -- I think we asked  
2 Brandhuber that.

3           Q       Did he --

4           A       And, you know, I'm assuming that he was as  
5 surprised, shocked as the rest of us because it was  
6 like, "No, I don't understand how it could happen."

7                    "We looked, we saw, we had sonar." We  
8 asked these questions.

9           Q       And that's what -- is that Commander or  
10 Captain Brandhuber?

11          A       He's I think Chief of Staff of something,  
12 a portion of the Pacific.

13          Q       And he was the one who gave you that  
14 response?

15          A       Yes.

16          Q       Okay.

17          A       You know, he may not have even given me  
18 that much detail. But, I remember that we did ask  
19 him, you know, and he was at a loss for how it could  
20 happen.

21                   I know I asked Harris that. I know that we  
22 asked the 'Techmore' that. He was with us that  
23 night as we were all trying to, you know.

24          Q       What kind of answers were you getting?

25          A       Absolutely shock and surprise on their

1 part. Like, "No, we don't understand how this could  
2 have happened."

3 Q I guess it's too much to ask (laughing)  
4 that someone would have the, you know --

5 A -- the magic answer?

6 Q Exactly. Exactly.

7 A You know, I don't know what you're  
8 supposed to do a submarine, obviously. But,  
9 everything -- I'll say this in their defense, and  
10 I'm not saying that they couldn't have done  
11 something, or skipped a procedure that they  
12 shouldn't have, or what have you.

13 But, everything from the time we got on to  
14 the time we were doing the more dangerous maneuvers,  
15 these guys were very, very serious young men. And  
16 their Commander was very serious. There was no  
17 brevity. I mean they were very -- you know, they  
18 were friendly to us and they certainly were trying  
19 to be accommodating to us, but not at the risk of  
20 not doing their jobs and doing their jobs very, very  
21 well.

22 They had a lot of pride in what living and  
23 working in a submarine meant. And they had a very  
24 strong appreciation for the dangers inherent in it.

25 You know, I don't know what they could have

1 missed. But I know that they all seemed to take  
2 their jobs very, very seriously. And there wasn't  
3 any kind of an undisciplined atmosphere at any time,  
4 even with the civilians on board, even with the  
5 crowded control...

6 Q Okay. When you were at the helm, was that  
7 the only time that you had any contact with any of  
8 the submarine controls?

9 A Yes. Well, I pulled one of the water  
10 slugs, the torpedo.

11 Q Oh, okay. At the time that you were at the  
12 helm, you were not given any orders to change  
13 course.

14 Is that correct?

15 A We were going due north, I think, and then  
16 -- which was zero-zero. I think at one point we  
17 were given instructions to change to 2-4-5. And we  
18 did that. And then we came back to due north  
19 shortly thereafter.

20 Q Can you describe for me how you did that as  
21 far as what motions you went through? You were sure  
22 whether or not where the Navy people were around  
23 you?

24 A Yeah. There were Navy personnel directly  
25 on my left shoulder, in shoulder to shoulder. There

1     was another Navy seaman right to the right of me,  
2     again, kind of shoulder to shoulder.

3                 I think he was the fellow who had vacated  
4     the seat.

5                 And I believe there may have been someone  
6     even standing behind. But, I was mainly talking to  
7     the guy to the left.

8                 You know, they were just kind of glued on  
9     the direction there, on the gauge, with me. And I  
10    guess the reason that they let you sit there is it  
11    gives you a sense of the fine gradations in those  
12    controls, because, you know, you just move the  
13    steering wheel just a little bit -- I'm talking  
14    about maybe a half an inch or an inch one way or the  
15    other, and it changes the course more than you  
16    thought it would.

17                So you're talking about holding a steering  
18    wheel and moving it half an inch to the right or a  
19    half an inch to the left.

20                And then there was an up and down motion  
21    that I guess is a fine-tuning of depth on that right  
22    side of the helm.

23                They can fairly configure the controls  
24    different ways is my understanding. And the way  
25    they configured it for this sub was the steering

1 wheel and controls on the left were handling the  
2 gross changes in depth, pushing it in or pulling it  
3 out.

4 And the one on the right was controlling  
5 the direction, right or left. And then it also  
6 could go in or out but those were very fine changes  
7 in depth.

8 Q I see. So, in order to execute the turn,  
9 you moved the wheel about a half inch or an inch?

10 A In one direction or another.

11 Q Then moved it back?

12 A Right. Exactly.

13 Q And when you were moving the wheel, did any  
14 of the Navy people have their hands on the wheel at  
15 the same time or were they just standing in one  
16 spot?

17 A No, but they were just, I mean, they were  
18 literally right next to me with their hands within a  
19 few inches, probably. I mean, they didn't look like  
20 they had their hands ready to grab the wheel, that I  
21 was going to do something wrong.

22 But, they were very, very focused on, you  
23 know, letting a civilian experience this but making  
24 sure that we didn't do anything that could  
25 compromise the ship.

1           I mean I'll use an analogy. Even though  
2   they may not have had their hands on the wheel, I  
3   felt like I had about as much control as my four-  
4   year old when, you know, she asks if she can drive  
5   the car and I let her sit in my lap. You know, put  
6   her hand on the steering wheel.

7           Q     Right.

8           A     That's the level of control that I had,  
9   like a four-year old sitting in someone's lap.

10          Q     Was this the only time though that you were  
11   at any of the controls?

12          A     Again, the only other thing that I touched  
13   was the to fire/water slot, the torpedo room.

14          Q     And this periscope?

15          A     And the periscope, yes.

16          Q     When you were in the periscope, did you do  
17   a complete 360 degree sweep?

18          A     You know, I don't think I did. I think I  
19   did about 180 because I was having a hard time with  
20   figuring out which button to push. You know, it  
21   seemed like I was always pushing the wrong button.  
22   So, yeah.

23                So, no, I think I maybe did 180 or 270 or  
24   something like that. I don't recall.

25          Q     Did you see anything in the -- just out of

1 curiosity?

2 A Yeah. Yeah, I saw water.

3 Q You didn't see any other vessels?

4 A No.

5 Q Okay. Well, is there anything else that we  
6 haven't discussed that you think that we -- that you  
7 want to tell me about?

8 A You know, I can't. This was, it seemed to  
9 me, a very professional sort of operations. And if  
10 we had just not had that last fifteen minutes where,  
11 you know, fifteen minutes later, we were on our way  
12 back to Honolulu when this happened. It was going  
13 to be the end of the tour.

14 And up until that time, it had been a  
15 fascinating, very, very positive experience with,  
16 you know, guys that you were proud of that were in  
17 the military, young people you were proud of, people  
18 who took their jobs very seriously, took the defense  
19 of this country very seriously and you have a lot of  
20 admiration for them. And felt good that they were  
21 the ones who were defending our shores.

22 I don't know that I have a different  
23 opinion now but I will say that everything up to  
24 that moment was overwhelmingly positive. And they  
25 conducted themselves in a very professional way, as



1 I expected.

2 I was very impressed with the Commander and  
3 the amount of personal loyalty that folks in his  
4 crew had to him, and he did them. There obviously  
5 was a great deal of camaraderie on that ship.

6 And the more I talked to folks, it seemed  
7 like that camaraderie was not something that was  
8 nice to have but given the dangerous environment  
9 that they worked in day in and day out, it was  
10 absolutely a requisite for safety.

11 Q Did any of the guests, if you recall, have  
12 a video camera with them?

13 A You know, I don't recall any video camera.  
14 There could have been. You know, these things are  
15 smaller and smaller nowadays, so they don't even  
16 look like video cameras.

17 There were a number of still cameras but I  
18 don't recall any video camera.

19 Q You said that you took some still pictures?

20 A I did.

21 Q Would it be possible to get a copy?

22 A Sure. I haven't developed them yet  
23 because, obviously, we were trying to avoid more  
24 publicity, until --

25 Q Sure.

1           A       But I've told everyone. And we've had,  
2       like everyone else, a ton of press inquiries.

3           Q       I'm sure.

4           A       That until I had a chance to give my  
5       statement to the NTSB and to any Navy investigation,  
6       I didn't think it was appropriate to discuss what I  
7       may have seen and felt.

8           Q       Let me give you --

9           A       But I will be glad to send a copy to you.

10          Q       That will be fantastic.

11          A       I'll probably wait until I get -- what I'm  
12       going to probably do, Don, is I'll be coming home  
13       Friday evening. And this weekend, if that's not too  
14       late, what I'll do is go find a Walgreen's with the  
15       youngest looking, fresh-faced kid I can find --

16          Q       (Laughing).

17          A       -- and say "Make a copy of these. Develop  
18       these and I'm going to stand right here because I  
19       need them right away," so that they don't make an  
20       extra copy and send them over to the Denver Post,  
21       (laughing).

22                 MR. TYRRELL: Right. I appreciate that.  
23       Let me give you our mailing address.

24                 MR. WYATT: Okay.

25                 MR. TYRRELL: It's National Transportation

1 Safety Board, Office of Marine Safety, 490 L'Enfant  
2 Plaza.

3 MR. WYATT: How do you spell that?

4 MR. TYRRELL: L apostrophe capital E-n-f-a-  
5 n-t.

6 MR. WYATT: Oh, L'Enfant. Okay.

7 MR. TYRRELL: L'Enfant Plaza East,  
8 Washington, D.C. Zip code is 20594.

9 MR. WYATT: And to your attention?

10 MR. TYRRELL: Yes, please.

11 MR. WYATT: And how do you spell your last  
12 name? T-u-r-l?

13 MR. TYRRELL: T-y-r-r-e-l-l.

14 MR. WYATT: Tyrrell. Okay. Let me make  
15 sure I have it:

16 Office of Marine Safety, 490 L'Enfant Plaza  
17 East, Washington, D.C. 20594.

18 MR. TYRRELL: That's right. That's exactly  
19 right.

20 There's one other thing that I have asked  
21 all of the guests. And that is we received a report  
22 that alcohol may have been served to the guests on  
23 board the submarine.

24 And I was just wondering whether you could  
25 tell me whether that's an accurate or inaccurate

1 statement.

2 MR. WYATT: That sounds totally inaccurate.

3 Absolutely inaccurate in my experience. And I  
4 didn't hear anybody else say that they'd been  
5 offered a beer or anything.

6 When we had lunch, the Captain -- there  
7 were big pitchers of lemonade, water and iced tea.

8 When we had dinner back after the accident  
9 in the ward room, I really would have appreciated a  
10 beer. We had lemonade, iced tea and water.

11 (Laughter.)

12 So I think that's -- I think that's just  
13 somebody's rumor. I didn't ever see any alcohol. I  
14 know we didn't -- our group didn't bring any.

15 MR. TYRRELL: Okay. Great. I had to ask  
16 the question. That's all.

17 MR. WYATT: No, that's fine. If there was,  
18 we never saw it.

19 MR. TYRRELL: Well, Mr. Wyatt, thank you  
20 very much for taking the time out of your day to  
21 talk to me. And I'm going to turn my recorder off  
22 now.

23 (TAPE CONCLUDED.)



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